

Claims

Claims 1-11 (Canceled).

12. (Currently Amended) A method for operating an active chassis system of a motor vehicle, comprising:

arranging wheels of at least one axle with a toe-in,

arranging support assemblies which interact with actuating elements between the wheels and a vehicle body, with wheel contact forces of the wheels assuming different values as a result of actuation of the actuating elements and a side force being generated at the wheels having the toe-in angle,

profiling a roadway by an on-board device,

~~producing a resulting yaw moment (M_z), in determining, in a control unit, a desired yaw rate from the information of [[an]] the on-board device for profiling a roadway in a control unit, and~~

setting the wheel contact forces as a function of the determined desired yaw rate to produce a resulting yaw moment.

13. (Previously Presented) The method as claimed in claim 12, wherein the determined desired yaw rate is calculated as a function of at least one of a velocity and a yaw rate.

14. (Previously Presented) The method as claimed in claim 12, wherein the desired yaw rate is calculated as a function of a steering wheel angle.

15. (Previously Presented) The method as claimed in claim 12, wherein the on-board device for profiling the roadway is configured to detect a profile of the roadway and calculate a desired driving course therefrom such that the vehicle is guidable along the desired course upon selective actuation of the actuating elements.

16. (Previously Presented) The method as claimed in claim 12, wherein a deviation of a travel direction of the vehicle from a travel direction predefined by a vehicle driver is detected from the information of the on-board device, and the deviation is compensated upon selective actuation of the actuating elements.

17. (Previously Presented) The method as claimed in claim 12, wherein an obstacle is detected by the on-board device so as to be avoided by selective actuation of the support assemblies.

18. (Previously Presented) The method as claimed in claim 12, wherein, upon detection of straight-ahead travel by the on-board device and a permanently present steering torque, the actuating elements are selectively actuated to reduce the steering torque and maintain the travel direction.

19. (Previously Presented) The method as claimed in claim 12, wherein the wheel contact forces are set by the actuating elements to change prestressing of one of a helical spring, an air spring and a hydraulic spring.

20. (Previously Presented) The method as claimed in claim 12, wherein the wheel contact forces are set by the actuating elements to change prestressing of a stabilizer.

21. (Previously Presented) The method as claimed in claim 12, wherein the toe-in angle and an associated slip angle at at least one of a front axle and a rear axle are changeable as required by an adjustment element.

22. (Previously Presented) The method as claimed in claim 12, wherein a desired yaw rate is determined from at least one sensed value, including at least one of wheel speed differences, steering wheel angle and steering torque, in lieu of from information from the on-board device.